

CENSUS OF MOTOR VEHICLES - QUEENSLAND, 31ST DECEMBER, 1955.

This bulletin presents some results from a complete census of all motor vehicles on the Queensland register at the end of 1955. The census was undertaken by the Government Statistician with the co-operation and assistance of the Queensland Main Roads Department, and it forms one section of an Australian Census of Motor Vehicles, the work in the various States being co-ordinated by the Commonwealth Statistician. Greater detail regarding the horsepower ratings and makes of vehicles than it has been possible to show in the restricted space available in this bulletin is available and will be supplied on receipt of specific requests to the Government Statistician, Brisbane.

At the time of the census (31st December, 1955) there were on the Queensland register 169,269 cars (including taxis, station wagons, and ambulances), 130,165 vehicles of commercial types, and 21,041 motor cycles, making a total of 320,475 motor vehicles. In addition there were 1,993 tractors and similar items of mobile equipment registered for use on public highways. The total number of vehicles per 1,000 population was 236, compared with 120 at the end of the last war (30th June, 1945). Thus in relation to population the number of motor vehicles had practically doubled during the post-war period, while in absolute numbers they were  $2\frac{1}{2}$  times as many as at the end of the war. Motor cycles showed the greatest relative increase, their number being over 3 times as great as in 1945, while cars and commercial vehicles were each almost  $2\frac{1}{2}$  times as numerous.

In the first four years after the war, commercial vehicles increased fastest. From 53,798 at 30th June, 1945, they increased to 86,258 at 30th June, 1949, thus exceeding the number of cars which had risen from 69,000 to 85,533 in the same period. Thereafter commercial vehicles continued to increase but at a much slower rate than the very fast rise in cars which doubled their numbers up to the end of 1955. Motor cycles reached their peak numbers of 23,545 in January, 1953, but have since decreased.

The first table shows vehicles of various types allocated to Local Authority Areas according to the addresses of the owners shown on registration certificates. The vehicles themselves are not necessarily located or generally used in such areas. For example, registrations for Brisbane include all vehicles owned by the State and Commonwealth Governments irrespective of the part of the State in which they may be located. Similarly, some large private firms with fleets of vehicles operating throughout the State find it convenient to register them all in Brisbane.

In relation to population, this Census of Motor Vehicles revealed quite a large variation in the numbers and types of vehicles in different parts of the State. In the rural districts the motor vehicle was a more important factor in the lives of the people than in the urban areas, and rural areas had 269 motor vehicles for every 1,000 people compared with 208 in Brisbane and 211 in other urban areas. Moreover, commercial body types were relatively more important in rural districts. Comparative figures are given below. In these figures, the Brisbane totals exclude all State and Commonwealth Government vehicles; but fleets of vehicles registered in Brisbane by some firms to cover their State-wide activities are still included in the Brisbane totals.

Vehicles per 1,000 Population.

<u>District.</u>		<u>Cars and Station Wagons.</u>	<u>Utilities and Panel Vans.</u>	<u>Other Commercial Types.</u>	<u>Motor Cycles.</u>	<u>All Vehicles.</u>
Metropolitan .. ..	..	134	42	17	16	208
Other Urban* .. ..	..	117	57	17	20	211
Rural .. ..	..	119	95	43	12	269
State .. ..	..	125	68	28	15	236

\* Includes all urban local authorities with a population of 7,500 or over.

Cars and station wagons outnumbered other types of vehicles and, except in rural districts, comprised more than half the total vehicles registered. The metropolitan area was well above the rest of the State in the number of cars relative to population while there was only a small difference between the other parts, with rural showing a slight excess over other urban areas. In the commercial classes, utilities and panel vans were much more numerous than the heavier trucks, lorries, and other commercial types, outnumbering them by more than two to one in all areas. Both types were more than twice as important in the rural districts as in Brisbane. Motor cycles were the least popular type of conveyance. Comparatively greatest use was made of them in the urban districts outside of the metropolitan area.

Table 1 shows the actual numbers of the various types of vehicles for Statistical Divisions and Local Authority Areas. Judged on total motor vehicles per 1,000 of population the principal urban Local Authorities ranked in the following order:- Bundaberg 260, Mackay 257, Toowoomba 226, South Coast 226, Cairns 217, Warwick 214, Gympie 211,

Brisbane 208, Maryborough 203, Ipswich 200, Rockhampton 194, Townsville 188, and Redcliffe 179. (If governmental vehicles were included the Brisbane figure would be 216.)

Ratios for the Statistical Divisions excluding the above urban areas were:- Downs 342, Roma 309, Far-Western 294, Central-Western 277, Maryborough 272, Mackay 270, South-Western 265, Moreton 263, North-Western 257, Townsville 256, Rockhampton 246, and Cairns 235.

Table 2 shows the ages of the various types of vehicles for the whole State. Tabulations not published, particulars of which are available on application, contain details of the horse-power of vehicles and combinations of age with horse-power. The comments which follow are based on these tabulations.

### Cars.

Of the 167,416 cars on the register at 31st December, 1955, some 71.8 per cent. were manufactured since the end of World War II. Therefore, 28.2 per cent. were 10 or more years old. Further analysis shows that 10.7 per cent. were manufactured 20 or more years ago. The average age of all motor cars was 8.4 years, which compares with an average age of 5.9 years for passenger cars in America as at 1st July, 1955.

Relatively few motor cars were manufactured between 1941 and 1945, consequently the number on the 1955 register which were manufactured during that period represented only 0.6 per cent. of the total. However, motor cars which were 15 to 21 years old, i.e., manufactured between 1934 and 1940, made up 20.9 per cent. of the total and 74.0 per cent. of cars aged 10 years or more. Cars which were manufactured prior to 1934 represented only 6.7 per cent. of the total with a high concentration around the 1928 and 1929 models and, to a lesser extent, those of 1930 and 1927. The effect of the economic depression of the early 1930s was still reflected in the 1955 registrations of cars, which included an average of 1,921 of the models of each of the years 1927 to 1929, compared with an average of only 807 for the models of the years 1931 to 1933. The corresponding figures for all motor vehicles were 4,998 and 1,495.

Analysis of motor cars by year of manufacture and horse-power reveals a concentration in both the 10 to 14 and 20 to 24 h.p. groups with an average of 18.9 h.p. over all cars. However, this tendency has varied with the age of the cars. Cars which were manufactured before 1934 showed a marked concentration in the 20 to 24 h.p. group (41.6 per cent.), whilst for those manufactured between 1934 and the end of 1945, the tendency was towards more powerful vehicles of 25 h.p. and over (53.8 per cent.). The immediate post-war preference (i.e., from 1946 to 1951 with a peak in 1950) was very firmly established in the 10 to 14 h.p. group (39.1 per cent.). By 1952, however, the growing demand for, and availability of, specific makes of cars changed the pattern to a heavy concentration within the 20 to 24 h.p. class and, over the period to 1955, 41.4 per cent. were of this particular horse-power group. While the 20 to 24 h.p. group was still predominant amongst cars less than one year old in 1955, the 10 to 14 h.p. group was reappearing as a relatively popular class. The changes in horse-power fashions are summarised below.

Proportion of Cars in Each H.P. Group.

<u>Model Years.</u>	<u>Under</u> <u>10 h.p.</u>	<u>10 to</u> <u>14 h.p.</u>	<u>15 to</u> <u>19 h.p.</u>	<u>20 to</u> <u>24 h.p.</u>	<u>25 h.p.</u> <u>and Over.</u>	<u>All</u> <u>h.p.</u>
	%	%	%	%	%	%
Before 1934 ..	6.6	5.2	22.0	41.6	24.6	100.0
1934 to 1945 ..	12.4	18.4	3.6	11.8	53.8	100.0
1946 to 1951 ..	13.5	39.1	16.6	12.8	18.0	100.0
1952 to 1955 ..	12.2	20.3	13.0	41.4	13.1	100.0
1955 (one year only)	13.4	23.9	7.3	43.9	11.5	100.0
All models ..	12.3	25.2	12.8	25.5	24.2	100.0

### Station Wagons.

A comparatively new type of motor vehicle with an average age of only 3.9 years but one which is rapidly increasing in popularity is the station wagon. These vehicles, in spite of their name, are more popular in urban areas than in rural districts where only 31.5 per cent. have been registered and where there are only 11 per 10,000 population compared with 15 for urban areas. This trend in popularity towards the station wagon is also apparent in America where sales in 1955 were more than double those of 1954.

Of the 1,853 station wagons registered, 95.1 per cent. were manufactured since the end of 1945. The horse-power ratings of station wagons have not been high (average 13.8 h.p.); rather have they been almost exclusively in the lower horse-power classes (92.9 per cent. of less than 20 h.p.) with none over 34 h.p. The 10 to 14 h.p. group showed greatest concentration with 60.0 per cent., followed by 21.4 per cent. in the 15 to 19 h.p. class and 11.5 per cent. less than 10 h.p.



### Utilities and Panel Vans.

The age distribution of the 91,702 utilities and panel vans registered showed that only 60.8 per cent. were less than 10 years old, and that 18.9 per cent. were manufactured at least 20 years ago. Consequently the average age of these vehicles was higher at 10.2 years than that for motor cars. This was partly due to the tendency to convert older cars to utilities, over 6,000 such conversions having been made since the war. Although 20.7 per cent. were manufactured between 1934 and 1945, the concentration in the pre-war section of this period is not so apparent here, as was the case with cars. This would be mainly because of the large number of utilities manufactured during the war years which were made available for civilian use at the end of hostilities. Of the pre-1945 utilities and panel vans there was, as with cars, quite a cluster around the 1927 to 1929 models.

The average horse-power of utilities and panel vans at 31st December, 1955, was 19.9 over all such vehicles, 23.5 per cent. being of 10 to 14 h.p., 21.4 per cent. of 20 to 24 h.p., and 20.2 per cent. of 25 to 29 h.p. Although their overall horse-power averaged slightly higher than that of motor cars, their horse-power distribution in relation to age of vehicles was somewhat similar to that for cars. Of the utilities and panel vans manufactured prior to 1934, 50.2 per cent. were of the 20 to 24 h.p. class and of those manufactured between 1934 and 1945, 40.8 per cent. fell within the 25 to 29 h.p. group. Post-war models at first were of the smaller types. Of those manufactured between 1946 and 1951, 37.0 per cent. were 10 to 14 h.p., whilst of those manufactured between 1952 and 1955, 32.1 per cent. were from 20 to 24 h.p., compared with 27.3 per cent. within the 10 to 14 h.p. class. As with motor cars, this distribution was affected by the availability of popular makes of these types of vehicles.

### Trucks and Lorries.

Of the 37,117 trucks and lorries registered, more than half (55.4 per cent.) were of post-war manufacture while a further 41.9 per cent. belonged to the period from 1934 to 1945. Only 1,000, or 2.7 per cent., were made before 1934 and the effective life of this type of vehicle is apparently seldom more than about 20 years. The average age was 9.6 years, as compared with 6.7 years in the United States where 86 per cent. were post-war models.

Although only 55.4 per cent. of the trucks and lorries, compared with 71.8 per cent. of the cars, were of post-war manufacture, the average age of all trucks and lorries, 9.6 years, was only 1.2 years more than that of cars. This was because the pre-1945 trucks included a big proportion of vehicles built during the war for defence purposes and later converted to civilian use, while car manufacture had practically ceased during those years.

Amongst the oldest vehicles the greatest concentration (55.2 per cent.) was in the 20 to 24 h.p. class, followed by those of 25 to 29 h.p. (37.7 per cent.) and a much smaller group of 4.2 per cent. in the 15 to 19 h.p. class. Later models changed and of those belonging to the period from 1934 to 1945 the majority (61.5 per cent.) were of 25 to 29 h.p., next in importance being those of 30 to 34 h.p. (35.3 per cent.). The post-war period up to 1951 saw the same two classes predominating with 61.9 per cent. in the former and 26.4 per cent. in the latter, while the smaller 15 to 19 h.p. class had increased to 6.3 per cent. In the period from 1952 to 1955 the proportion in the 30 to 34 h.p. class had increased to 41.6 per cent. at the expense of the 25 to 29 h.p. class which fell to 45.5 per cent., indicating a tendency to the more powerful types. The 15 to 19 h.p. group had 6.1 per cent. Average horse-power for trucks and lorries was 28.5.

### Motor Cycles.

Out of the total of 21,041 motor cycles, 17,724, or 84.3 per cent., were of post-war manufacture, 54.1 per cent. being made between 1946 and 1951 and 30.2 per cent. between 1952 and 1955. A further 15 per cent. belonged to the 1934 to 1945 period and only 156, or 0.7 per cent., were manufactured before that date. The average age of all motor cycles was 6.4 years.

Amongst the oldest, most were in the 7 h.p. and over class, closely followed by those rated at 3 and under 4 h.p. In the period 1934 to 1945, more than half (51.5 per cent.) were in this latter class, followed by 19.4 per cent. in the 6 and under 7 h.p., and 13.3 per cent. in the 7 h.p. and over classes. Post-war cycles up to 1951 still showed the 3 h.p. machine as most numerous followed by each of the less powerful classes, while there were comparatively few amongst the more powerful types. Those belonging to the 1952 to 1955 period show an increasing tendency towards the less powerful machine as those rated at 1 h.p. with 33.6 per cent. have now replaced the 3 h.p. class (30.2 per cent.) as the main group. The average horse-power of all motor cycles was 3.0.

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BRISBANE.

20th May, 1957.

Note: Throughout this bulletin and the tables which follow, all the census figures include all motor vehicles operated by the Commonwealth Government in Queensland, some of which are not on the Queensland register.

Table 1 - Motor Vehicles Registered by Local Authority Areas - 31st December, 1955.

(Vehicles are allocated to Local Authority Areas according to the addresses of the owners shown on the registration certificates, and the vehicles themselves are therefore not necessarily located or generally used in such areas.)

Local Authority Area.	Cars. <sup>a</sup>	Station Wagons.	Buses.	Utilities and Panel Vans.	Trucks and Lorries.	Other Commercial Types. <sup>b</sup>	Motor Cycles.	Total Motor Vehicles.	Tractors. <sup>c</sup>	Trailers.
	No.	No.	No.	No.	No.	No.	No.	No.	No.	No.
Metropolitan .. .. .	69,356	903	495	23,511	9,658	226	8,630	112,779	929	7,805
<u>Moreton Division-</u>										
Ipswich .. .. .	5,029	39	45	1,663	472	3	864	8,115	26	668
Redcliffe .. .. .	1,544	28	-	772	166	3	174	2,687	-	175
South Coast .. .. .	2,947	54	22	1,335	364	1	231	4,954	3	252
Albert .. .. .	1,070	8	6	711	258	5	159	2,217	37	130
Beaudesert .. .. .	1,437	10	2	874	305	1	116	2,745	3	148
Boonah .. .. .	1,022	12	1	544	195	1	61	1,836	7	87
Caboolture .. .. .	797	9	9	781	261	-	78	1,935	17	95
Esk .. .. .	1,081	3	3	686	295	2	72	2,142	18	85
Gatton .. .. .	963	7	1	629	285	2	57	1,944	43	98
Kilcoy .. .. .	334	3	1	227	96	-	10	671	1	38
Laidley .. .. .	739	3	-	332	220	-	48	1,342	18	40
Landsborough .. .. .	976	15	4	718	287	-	86	2,086	27	136
Maroochy .. .. .	2,362	39	12	1,770	460	-	205	4,848	49	277
Moreton .. .. .	1,147	6	3	647	201	-	136	2,140	22	90
Pine .. .. .	639	7	4	580	244	-	90	1,564	9	74
Redland .. .. .	777	17	15	563	210	4	92	1,678	14	83
Total Moreton Division (excluding Metropolitan) ..	22,864	260	128	12,832	4,319	22	2,479	42,904	294	2,476
<u>Maryborough Division-</u>										
Bundaberg .. .. .	2,977	21	22	1,368	358	1	601	5,348	17	429
Gympie .. .. .	1,167	14	7	685	165	3	109	2,150	6	138
Maryborough .. .. .	2,248	15	8	831	267	3	356	3,728	8	350
Biggenden .. .. .	240	2	1	223	70	-	29	565	10	19
Burrum .. .. .	949	10	6	662	287	1	143	2,058	2	114
Edisvold .. .. .	141	3	-	177	33	-	13	367	-	21
Gayndah .. .. .	421	3	1	364	100	-	18	907	3	54
Goonurrum .. .. .	602	1	1	317	323	-	122	1,366	5	63
Isis .. .. .	634	6	3	346	162	-	65	1,216	11	75



Kilcivan .. .. .	506	-	2	386	117	-	29	1,040	2	60
Kingaroy .. .. .	1,403	5	5	729	211	-	84	2,437	18	143
Kolan .. .. .	354	1	-	249	140	-	36	780	6	39
Munlubbera .. .. .	308	3	1	268	96	-	20	696	4	31
Murgon .. .. .	575	-	-	322	86	-	26	1,009	-	43
Nanango .. .. .	615	2	3	390	125	-	39	1,174	5	67
Noosa .. .. .	633	7	5	558	135	-	62	1,400	1	103
Perry .. .. .	47	-	-	79	14	-	1	141	-	9
Tiaro .. .. .	278	3	1	268	92	-	32	674	-	43
Widgee .. .. .	824	5	2	1,002	230	1	65	2,129	3	90
Wondai .. .. .	792	3	2	436	155	-	42	1,430	7	86
Woocoo .. .. .	88	-	-	87	31	-	7	213	-	16
Woongarra .. .. .	498	1	-	230	170	-	75	974	13	55
Total Maryborough Division ..	16,300	105	70	9,977	3,367	9	1,974	31,802	121	2,048
Downs Division-										
Tecoomba .. .. .	5,759	70	49	2,488	849	10	824	10,049	17	512
Warwick .. .. .	1,227	10	10	486	224	2	66	2,025	12	147
Delby .. .. .	1,013	8	6	538	311	1	49	1,926	4	122
Goondiwindi .. .. .	305	1	-	319	121	-	23	769	5	38
Allora .. .. .	411	-	1	190	128	-	11	741	-	28
Canbooya .. .. .	367	1	-	195	162	2	13	740	1	20
Chinchilla .. .. .	742	9	4	655	313	2	31	1,756	3	79
Clifton .. .. .	575	2	-	285	257	-	20	1,139	2	51
Crow's Nest .. .. .	624	2	1	439	210	1	32	1,309	2	48
Glengallan .. .. .	877	6	3	468	222	1	45	1,622	25	100
Inglewood .. .. .	566	3	-	490	223	-	54	1,336	-	46
Jondaryan .. .. .	1,053	6	3	619	459	-	36	2,176	2	108
Millmerran .. .. .	574	1	1	386	323	-	20	1,305	-	59
Murilla .. .. .	432	3	1	353	167	-	18	974	-	69
Pittsworth .. .. .	786	2	3	483	363	1	26	1,664	2	71
Rosalie .. .. .	895	6	4	620	291	2	46	1,864	9	70
Rosenthal .. .. .	317	3	-	232	91	-	10	653	7	32
Stanthorpe .. .. .	1,128	16	1	921	413	1	88	2,568	19	123
Tara .. .. .	499	2	-	466	178	-	12	1,157	2	38
Waggamba .. .. .	461	2	-	548	195	-	13	1,219	-	31
Wambo .. .. .	1,179	7	3	851	622	1	47	2,710	-	137
Total Downs Division .. ..	19,790	160	90	12,032	6,122	24	1,484	39,702	112	1,929

Table 1 - continued.

Local Authority Area.	Cars. <sup>a</sup>	Station Wagons.	Buses.	Utilities and Panel Vans.	Trucks and Lorries.	Other Commercial Types. <sup>b</sup>	Motor Cycles.	Total Motor Vehicles.	Tractors. <sup>c</sup>	Trailers.
	No.	No.	No.	No.	No.	No.	No.	No.	No.	No.
<u>Roma Division-</u>										
Roma .. .. .	419	4	-	394	139	-	43	999	3	43
Balonne .. .. .	649	5	1	756	427	-	32	1,870	2	96
Bendemere .. .. .	280	-	1	231	114	-	11	637	1	37
Booringa .. .. .	335	-	1	413	146	-	10	905	-	23
Bungil .. .. .	442	4	-	423	190	-	12	1,071	2	19
Warroo .. .. .	177	-	-	142	79	-	8	406	-	20
Total Roma Division .. .. .	2,302	13	3	2,359	1,095	-	116	5,888	8	238
<u>South-Western Division-</u>										
Charleville .. .. .	339	5	2	395	144	-	23	908	4	37
Bulloo .. .. .	65	-	-	90	53	-	5	213	-	4
Murweh .. .. .	367	1	-	490	195	-	12	1,065	8	26
Paroo .. .. .	369	3	2	504	243	1	27	1,149	-	48
Quilpie .. .. .	250	1	-	273	154	-	10	688	-	21
Total South-Western Division .. .. .	1,390	10	4	1,752	789	1	77	4,023	12	136
<u>Rockhampton Division-</u>										
Rockhampton .. .. .	4,232	36	46	2,356	603	7	825	8,105	19	389
Gladstone .. .. .	673	4	4	482	178	-	84	1,425	4	85
Banana .. .. .	1,147	9	3	1,070	309	-	111	2,649	5	84
Broadsound .. .. .	90	-	-	124	82	-	12	308	3	7
Calliope .. .. .	346	4	-	485	135	-	36	1,006	11	36
Duarina .. .. .	176	3	-	190	63	-	15	447	-	18
Fitzroy .. .. .	273	5	-	517	94	-	87	976	1	22
Livingstone .. .. .	485	10	1	739	237	1	137	1,610	5	37
Miriam Vale .. .. .	126	2	-	239	49	-	21	437	18	29
Monto .. .. .	661	6	1	502	143	-	35	1,348	2	69
Mount Morgan .. .. .	514	2	3	242	55	-	74	890	-	21
Taroom .. .. .	290	1	2	326	116	-	23	758	-	24
Total Rockhampton Division .. .. .	9,013	82	60	7,272	2,064	8	1,460	19,959	68	821



Central-Western Division-

Aramac .. .. .	184	-	-	256	118	-	7	565	11	20
Barcaldire .. .. .	211	1	-	247	84	-	11	554	-	13
Bauhinia .. .. .	174	4	-	189	83	-	15	465	-	9
Belyando .. .. .	270	1	-	381	176	-	17	845	-	25
Blackall .. .. .	276	3	-	380	185	-	18	862	8	35
Emerald .. .. .	237	2	-	197	96	-	19	551	-	13
Ilfracombe .. .. .	74	-	-	78	39	-	4	195	-	15
Jericho .. .. .	132	-	-	159	68	-	14	373	1	10
Longreach .. .. .	439	3	-	567	330	-	20	1,359	-	37
Peak Downs .. .. .	89	-	-	105	52	-	7	253	1	8
Tambo .. .. .	85	-	-	104	79	-	2	270	-	12
Total Central-Western Division	2,171	14	-	2,663	1,310	-	134	6,292	21	197

Far-Western Division-

Barcoo .. .. .	61	1	-	130	66	-	6	264	-	5
Boulia .. .. .	35	-	-	92	66	-	-	193	-	6
Diamantina .. .. .	4	-	-	24	13	-	-	41	-	-
Isisford .. .. .	79	2	-	99	59	1	10	250	-	9
Winton .. .. .	205	3	-	400	215	-	15	838	-	19
Total Far-Western Division ..	384	6	-	745	419	1	31	1,586	-	39

Mackay Division-

Mackay .. .. .	1,835	20	15	1,263	320	2	401	3,856	10	140
Mirani .. .. .	744	5	-	457	356	1	95	1,658	19	30
Nebo .. .. .	36	-	-	102	36	-	3	177	-	5
Pioneer .. .. .	1,666	11	13	1,190	695	-	346	3,921	54	92
Proserpine .. .. .	517	6	3	342	130	1	41	1,040	7	31
Sarina .. .. .	387	2	1	389	182	-	57	1,018	94	86
Total Mackay Division ..	5,185	44	32	3,743	1,719	4	943	11,670	184	384

Table 1 - continued.

Local Authority Area.	Cars. <sup>a</sup>	Station Wagons.	Buses.	Utilities and Panel Vans.	Trucks and Lorries.	Other Commercial Types. <sup>b</sup>	Motor Cycles.	Total Motor Vehicles.	Tractors. <sup>c</sup>	Trailers.
	No.	No.	No.	No.	No.	No.	No.	No.	No.	No.
<u>Townsville Division-</u>										
Charters Towers .. .. .	459	5	4	479	160	-	70	1,177	1	41
Townsville .. .. .	3,634	45	51	2,471	626	2	1,017	7,846	25	206
Bowen .. .. .	356	2	3	405	82	-	60	908	-	22
Ayr .. .. .	2,011	15	8	1,387	711	1	281	4,414	7	106
Dalrymple .. .. .	140	1	-	260	137	-	17	555	-	9
Thuringowa .. .. .	400	6	-	343	162	-	115	1,026	-	19
Wangaratta .. .. .	322	6	1	511	118	-	67	1,025	1	22
Total Townsville Division ..	7,322	80	67	5,856	1,996	3	1,627	16,951	34	425
<u>Cairns Division-</u>										
Cairns .. .. .	2,316	30	44	1,419	473	-	437	4,719	44	168
Atherton .. .. .	676	22	1	501	218	2	76	1,496	5	47
Cardwell .. .. .	527	3	-	391	215	-	63	1,199	28	56
Douglas .. .. .	329	4	1	239	167	-	68	808	14	28
Eacham .. .. .	485	18	1	415	187	-	31	1,137	8	63
Herberton .. .. .	345	9	2	404	192	-	34	986	4	40
Hirchinbrook .. .. .	1,362	10	11	959	533	-	239	3,114	53	88
Johnstone .. .. .	1,512	14	12	1,025	494	1	289	3,347	12	98
Mareeba .. .. .	685	24	1	686	274	1	103	1,774	23	45
Mulgrave .. .. .	1,337	24	14	836	420	1	353	2,985	15	83
Total Cairns Division .. ..	9,574	158	87	6,875	3,173	5	1,693	21,565	206	716
<u>Peninsula Division-</u>										
Thursday Island .. .. .	43	-	2	35	15	-	8	103	2	1
Cock .. .. .	18	1	-	63	49	-	5	136	-	1
Total Peninsula Division ..	61	1	2	98	64	-	13	239	2	2



North-Western Division-													
Hughenden	..	..	..	146	-	-	152	82	-	16	396	-	5
Barkly Tableland	..	..	..	13	-	-	40	42	-	3	98	-	4
Burke	..	..	..	16	-	-	19	35	-	-	70	-	1
Carpentaria	..	..	..	21	-	-	47	43	-	2	113	-	3
Cloncurry	..	..	..	978	12	5	989	428	-	331	2,743	2	62
Croydon	..	..	..	2	-	-	13	14	-	-	29	-	1
Etheridge	..	..	..	38	-	-	87	63	-	2	190	-	1
Flinders	..	..	..	146	1	-	218	108	-	8	481	-	5
McKinlay	..	..	..	200	4	-	219	118	-	5	546	-	10
Richmond	..	..	..	144	-	-	203	89	-	13	449	-	8
Total North-Western Division ..				1,704	17	5	1,987	1,022	-	380	5,115	2	100
Total State .. ..				167,416	1,853	1,043	91,702	37,117	303	21,041	320,475	1,993	17,316

a Including ambulances and hearses.

b Including all types of tankers, flushers, sweepers, sprays, concrete agitators, straddle trucks, winches, boring plants, posthole diggers, mobile compressors, tower wagons, and fire engines.

c Including traction engines, tractors, bulldozers, &c., mechanical shovels, mobile cranes, trench diggers, end loaders, fork lifts, and tow motors.

Table 2 - Motor Vehicles Registered in Queensland, according to Type of Vehicle and Year of Manufacture, 31st December, 1955.

Year of Manufacture.	Motor Vehicles.								Tractors <sup>c</sup>
	Cars. <sup>a</sup>	Station Wagons.	Omni-buses.	Utilities and Panel Vans.	Trucks and Lorries.	Other Commercial Types. <sup>b</sup>	Motor Cycles.	Total Vehicles.	
	No.	No.	No.	No.	No.	No.	No.	No.	No.
Before 1921	6	-	-	15	1	1	-	23	1
1921 ..	2	-	-	7	2	-	2	13	1
1922 ..	21	-	-	27	4	2	-	54	3
1923 ..	46	-	-	97	3	2	2	150	2
1924 ..	162	-	-	254	15	2	3	436	-
1925 ..	316	1	-	449	28	-	5	799	2
1926 ..	975	2	-	1,737	104	3	12	2,833	2
1927 ..	1,515	2	-	2,389	133	3	17	4,062	2
1928 ..	1,946	3	1	3,114	154	3	17	5,238	1
1929 ..	2,301	4	1	3,120	232	2	34	5,694	4
1930 ..	1,583	5	2	1,501	98	1	27	3,217	1
1931 ..	621	-	1	612	54	-	8	1,296	1
1932 ..	774	2	2	587	60	-	17	1,442	1
1933 ..	1,027	1	-	597	109	1	12	1,747	-
1934 ..	3,023	1	9	1,426	514	1	29	5,003	2
1935 ..	3,532	4	11	1,400	570	2	56	5,575	2
1936 ..	5,451	18	16	2,374	644	9	113	8,625	2
1937 ..	4,961	1	13	1,699	568	4	121	7,367	5
1938 ..	6,914	4	32	2,667	1,003	4	238	10,862	18
1939 ..	6,564	6	58	2,704	980	2	298	10,612	11
1940 ..	4,497	4	28	2,319	1,307	5	538	8,698	63
1941 ..	716	15	43	1,682	2,451	16	66	4,989	79
1942 ..	216	15	134	1,759	6,235	59	1,557	9,975	187
1943 ..	5	-	20	394	535	29	26	1,009	88
1944 ..	12	2	22	187	306	13	98	640	69
1945 ..	15	-	22	402	436	6	21	902	14
1946 ..	3,848	9	90	2,423	1,579	11	312	8,272	29
1947 ..	3,050	15	153	1,525	771	11	608	6,133	35
1948 ..	5,945	50	75	2,381	1,833	16	1,682	11,982	111
1949 ..	12,570	107	65	4,799	2,647	8	2,640	22,836	152
1950 ..	17,079	280	74	8,044	2,844	13	2,898	31,232	201
1951 ..	13,518	242	35	6,989	2,744	24	3,231	26,783	186
1952 ..	11,873	157	32	6,041	1,741	16	2,178	22,038	178
1953 ..	13,983	193	28	8,460	1,906	7	1,376	25,953	167
1954 ..	18,204	297	37	9,104	2,155	8	1,429	31,234	192
1955 ..	20,145	413	39	8,417	2,344	19	1,370	32,747	181
Unstated	-	-	-	-	4	-	-	4	-
Total	167,416	1,853	1,043	91,702	37,117	303	21,041	320,475	1,993

For notes a, b, and c, see Table 1.